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BY THE TIMES-MIRROR COMPANY,
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President and General Manager.
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Vice-President, Trust and Business Manager.
W. M. A. SPALDING, Secretary.

"The Times" has a larger bona fide circulation than any other newspaper published in Southern California.

AMUSEMENTS.

GRAND OPERA-HOUSE—Booth and Barrett will open in *Othello* this evening.

CHICAGO, Feb. 26.—[By the Associated Press.] Four o'clock Monday morning was the hour officially announced today as the time for the great strike on the Chicago, Burlington and Quincy Railroad.

Between 11 and 12 o'clock this morning S. C. Howe, chairman of the Grievance Committee of the Brotherhood of Locomotive Engineers on the Burlington system, and J. J. Murphy, chairman of the Centralia Local, met at the dress room of General Manager Stone at the company's office, and gave him verbal notices that unless their demands were acquiesced in, the men would strike at 4 o'clock tomorrow morning.

Mr. Stone heard them through and asked if that was their ultimatum.

They told him that, with Chief

Kloster, "Messenger," Mr. Walter Thomas; "Desdemona," Miss Minnie K. Gale; "Emilia," Miss Gertrude Kellogg.

MEN AND WOMEN OF THE COAST.

Thomas J. Watts of Los Angeles is in San Francisco.

W. S. Bartlett, the Santa Ana banker, is in San Francisco.

The estate of the late John Trimble of Milpitas, is valued at \$100,000.

Wendell Easton has been in Santa Barbara arranging for a sale of real estate.

Alexander Badlam and Miss Mayde Badlam have left for Boston, Mr. Badlam's former home. They will also be absent a little over a month.

John Arroyo de Andrade, a distinguished jurist of the City of Mexico, and member of the National Congress, is in San Francisco on a visit. He is a law partner of ex-Judge Sepulveda of the Superior Court of Los Angeles.

Col. Isaac Trumbo and wife have left San Francisco for the Eastern States. Col.

Trumbo's visit is of a business nature, and during his absence he will close negotiations for the completion of the proposed

Los Angeles and Salt Lake Railroad.

ORDERS TO THE ARMY.

The Grievance Committee of the engineers, of which Mr. Hoge of Cook, N. Y., is chairman, is composed of members of local divisions of the Engineers' Brotherhood on the Chicago, Burlington and Quincy system. It is a standing committee, and has had full charge of the negotiations with Mr. Stone, chairman of the management of the railroad.

The chairman says that the men will strike at 4 o'clock tomorrow morning.

Then the committee, after the strike was determined upon, agreed that it should begin at 4 a.m.

At that hour most of the engineers will be in motion.

All the local divisions, and through every member of the order employed on the Chicago, Burlington and Quincy system, have agreed to strike at 4 a.m. tomorrow morning unless specially advised by the chairman of the Grievance Committee to report for duty.

Freight engineers holding position will strike at 4 o'clock.

The immense suburban traffic of the road

threatens to put to great inconvenience,

but it is quite generally expected by the men that the company will give way.

The company has agreed to employ engineers outside engineers to run a portion of these trains during the day.

THE SITUATION AT DENVER.

To a representative of the Associated

Press Manager Stone of the Burlington

said that there are still ten engineers and firemen in their employ.

Many of them belonged to the brotherhood he did not know, but presumed they

all did.

"What is your programme for tomorrow?"

"We will not attempt to move any freight trains," he replied. "Our object is to run out of our suburbs and through passenger cars.

Our first endeavor will be to take care of all passengers for points not covered by competitors.

The great paper persisted in its charge,

that the company was not prepared to

give up the publication of proof in support of its charge.

The officials sorely against their

will were compelled to convict.

Such is the power of the law when edited with ability and courage.

And the influence of this great journal

of strict detective will extend especially for secret variety, to every populous center of the State—even to San Bernardino, perhaps, should even San Bernardino be cursed with such a criminal and law of law.

The men of the Examiner will be impelled upon other newspapers of honest in-

testry by giving them coverage, by demon-

strating to them that with their

ability and knowledge, and with ability,

they will succeed.

"It is more powerful than bosses,

it can, while true to the people, hurl defi-

ant arms and insults in their employ.

While sole and honest, it is in

the difficulty—one might almost say impossi-

bility—of overtaking a band of Apaches,

whatever they get a fair start, as they almost always do, can only be conceived by those who have

taken part in such a chase.

These Indians carry no impedimenta—not even

drugs—can travel a hundred miles

without stopping for food or repose,

and when their horses are worn out,

can eat them and start fresh mounts,

while the troops are forced to give

their horses the necessary rest, even if they take none themselves.

Since Gen. Miles took command of the

department, everything which science or

experience can suggest has been done to

ensure the speedy capture of Indian

marauders. Arizonians are fully con-

scious of this and hold Gen. Miles in

high estimation, which is something

that cannot be said of his predecessor.

It is announced that the Southern

Pacific Company has purchased a tract

of land in East Los Angeles, where

machine shops will be built. A year

ago that company purchased several

blocks in Ramona, and lots in that

tract were sold off like hot cakes, un-

der the impression, which was con-

veyed, that the Southern Pacific car

shops were to be built there. The Los

Angeles real estate man certainly

knows how to avail himself of every

opportunity to further the sale of his

land.

NEBRASKA's liquor law, combining the

high license and local option fea-

tures, is singularly simple and efficient.

Each saloon must pay in advance a

tax of \$100 a year, and this money and the fines for criminal offenses go to the school fund. The granting of

licenses is optional with the council

of each town and city. Moralists will

surely hear the complaints of the people upon this inconvenience.

With the irre-

pressible subscription paper went to the

people of each town, and it will be

given to the office moved into the

center of town, or to a place that will

better accommodate the patrons?"

As post offices have a great many to be

met in the country, however,

they will be given to the

postmaster.

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HE IS AN OHIO MAN.

GEN. SHERIDAN WAS BORN IN THAT STATE.

Other Evidence Than the Assertion of His Venerable Mother That Somerset Is His Birthplace—Alleged Interviews Bogus.

Chicago Tribune.

SOMERSET (O., Feb. 17.—[Special.] The parish register of the baptism of Gen. P. H. Sheridan was destroyed by the bureau of the U. S. Census in 1880, and the records of 1880 and the private papers of the Sheridan family were destroyed in 1882. The following information was got today from Mrs. Sheridan.

"Philip was born March 6, 1831. Both Mr. Sheridan and myself wished Father Dominic Young to baptize him. He was not here at the time and did not arrive for several days. I then asked Father Dominic to have him christened at St. Patrick's day, March 17th, and that day Father Dominic Young performed the ceremony. I remember the day well as a cold, drizzling day, and with great difficulty he was taken down the stone steps leading to the street in front of our house, which was a glacial ice, to the church. I can still call to mind the look on the faces of the crowd who had only a moment before looked upon him through eyes dimmed by his birth.

Two-thirds of the interviews reported to have taken place with Mrs. Sheridan are inaccurate. In fact the reporters have never been to the Sheridan residence, and have interviewed the woman.

The Sheridan residence is half a mile from their old home, which is fast decaying, and scarcely ever occupied it, but for \$1.50 a month when it was there.

No one can doubt Somerset being Gen. Sheridan's birthplace who will interview the family and the old and intimate friends, some of whom were living here before his birth.

"Milwaukee (Wis., Feb. 17.—[Special.] Luke Sheridan McCabe, the Grand Avenue shoe-store keeper, who says Gen. Sheridan was born in Ireland, refused to give many particulars today. The old shoemaker feels hurt by the dispatches which he has read in which Gen. Sheridan is reported as saying that he was born in Ireland.

"I don't believe Phil Sheridan said that at all. I'll wait and find out, then I'll talk. It's funny if he doesn't know me. My mother and I always went to bed together. I never saw Gen. Sheridan called on me. But Mike Sheridan is here, and it is on good authority that they have been there after, and know just what they are going after. They have two or three gold rings, and I am sure they claim to have already discovered iron and coal in the same locality. One of the party said to a San reporter: 'We are here to find iron and coal in the Pacific slope in vain for a combination of coal and the right kind of iron ore in the same locality, of which to manufacture steel, and we think we have solved the problem. We are certain of one thing, which, in fact, has already been made.'

The party will leave San Diego well equipped for a cruise of three months, and return to Milwaukee in the fall.

"Mike said further that the name of Sheridan's mother was Miner, and that his parents knew the family well in the old country.

"Gen. Sheridan may deny his relation ship to him if he wants to," said the old man in conclusion. "I don't want to force him to recognize me, and I got into this matter accidentally. I don't need any advertising, and I am not going to let myself make out one now to let anybody make me out one."

A SKETCH OF SHERIDAN'S LIFE.

Two of His Aides Are Writing It—Some Stories About Phil.

People wonder why the Lieutenant-general of the Army would give up his life of ease and comfort for a poor man's roost in the Presidential chair. It is a roost, nevertheless, that is craved by all human flesh. Sheridan is anxious and expectant. With his aides he is to be seen that the General's aides with the help of a civilian who has the knack of scribbling, have been engaged all winter on the preparation of a history of the campaign of 1861 to 1865.

All winter long these faithful gentlemen have been collecting data relating to their chief and shaping a stirring story of his remarkable career. It will be published in installments in the eastern part of this country. The promoters of the steal pretend that the land, which is situated on the Castle, is mineral-rich, and will be easily converted into a mine. They have succeeded in having it so designated by the General Land Office.

Another feature of the expedition will be to locate on islands along the coast.

It is the intention of the San Diego party to make a thorough investigation of these reports of hidden treasures, and if possible, the exact location of the treasure islands.

There have been in the past several expedititions fitted out to search for hidden treasures in the mountains.

An old man said further that he was able to locate a Spanish treasure-ship that was sunk off Aracapujo about 50 years since and no less than three expeditions have sailed from San Francisco to locate the large store of treasures that were buried.

On the coast of Panama, in the present century, one of the most noticeable of these expeditions was the one which departed from the Golden Gate in 1863. The party made a long and laborious trip of the island, but found nothing.

LAND-STEALING IN VENTURA.

A Gang of Grabbers Working the Mineral Land Dodge.

[Ventura Democrat.]

From Mr. Thomas Maple of Newhall, who was in town this week, we learn that the mineral land in the eastern part of the eastern part of this county. The promoters of the steal pretend that the land, which is situated on the Castle, is mineral-rich, and will be easily converted into a mine.

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SOLID FACTS.

HOW LABORING PEOPLE ARE KEPT UP.

Hundreds of Thousands of Dollars Paid for Skilled Labor in This City—What Factories Are Doing—A Good Showing.

Not long since, in conversation with a gentleman regarding the possibilities of Los Angeles as a manufacturing city, he remarked that "it might become a large aggregation of wealthy men, with their villas, fine lawns, flower gardens, and the usual eccentricities of the homes of those who, having acquired all the wealth they desire, have abandoned business, and only want quiet and luxury. To such Los Angeles offers every element of an earthly paradise. But such men do not make a city in the proper sense of the word, even though there be a million of them within the corporate limits of a town. They furnish no labor for poor men, beyond a certain number of body servants and household servants, and this is not essential for a city, that which furnishes employment for the thousands whose labor makes the difference between a live, bustling, enterprising, thrifty metropolis and the silent village which a wilderness or the dead village which was finished and died years ago—manufacturing enterprises are not here, and cannot be, for you can not or far better earn from the sweat of your brow the necessary adjuncts of a manufacturing center; as a matter of fact, there is not a single manufacturing enterprise in operation, and the few that are here, do not everything you need, either of food, drink, clothing, furniture, carriages—everything, but climate, and all you do is to sell your lots—no big portion, and in fact, you have a soap factory." The *Times* man was not willing to admit all these assertions, though ready to concede that the manufacturers of Los Angeles are not manufacturing, but are engaged in a number of other pursuits, and that they will be. So he determined to investigate the facts, and learn just to what extent manufacturing is being carried on now, and to see if he could not find out if that which was might be drawn on the weak spot in their walls of defense. To this end he commenced a personal canvass of the business streets and firms, for the benefit of his readers, and found it most astonishing, even to one who thoroughly believes that Los Angeles lacks in nothing, and is yet to count her hundreds of thousands of people. The entire annual variety of manufactured articles established, far exceeds that of any other city in the country of the same age and size. The aggregate value of the annual products of these enterprises, however, is not known, but is growing with a rapidity only equalled by the growth of the city in population. To furnish the antidote for the poison of just such remarks as those made above, the result of his class will be given in these columns in this and succeeding issues.

IRON MANUFACTURES.

He found among the iron and steel-workers firms doing a business amounting to hundreds of thousands of dollars per annum—some more extensive than any in the same line on the coast. The firm of Lucy, W. & Co., for example, with a branch on the corner of Buena Vista and Virgin streets, with a branch at North Cucamonga, are engaged in the manufacture of iron pipe and cast iron for irrigation works, domestic purposes, conveying petroleum from the wells in the oil districts to points of shipment, and also iron tanks for storing the oil at those points. The material used for these tanks is iron, which is cast in the long run to save plate instead, and they are using the latter material in a great variety. The cost of their operations is so great that they find it advantageous to import their material direct from Sweden. They pay a duty of 40 per cent, and as their imports amount to their contribution to the treasury, naturally, their contribution to the treasury of our common Uncle Samuel is of itself a very good income. They are employing at the present time 100 men, mostly skilled labor, and their pay-roll amounts to as high as \$1500 per week. They also manufacture almost every article of iron, and their business is growing with a rapidity only equalled by the growth of the city in population. To furnish the antidote for the poison of just such remarks as those made above, the result of his class will be given in these columns in this and succeeding issues.

YOUNG SCAMPS.

Ten-year-old Youngsters Want to Be Highwaymen.

Frank and Charles Colison are of the respective ages of 10 and 12 years, but have all the ambition and pluck of men three times their age. They have a gang of boys, and the world is compelled to pay a very great price by which they might get away from home and see all the wonders their fancy painted. They no sooner had determined on a plan of action than they carried it into execution.

They took possession of a horse and two-wheeled cart at Prospect Hill, in which neighborhood their parents reside, and set off on a charge which a man can be deprived of his liberty and thrown into jail on a charge which is a lie on the face of it. Nor are the city consolers much better. They have a gang of boys, and the world is compelled to pay a very great price by which they might get away from home and see all the wonders their fancy painted. They no sooner had determined on a plan of action than they carried it into execution.

A WAITER THIEF.

And How He Played It on San Bernardino.

Deputy Sheriff Hart of San Bernardino is in this city, and is very desirous of meeting with a man named Christian Mucko, who skipped out from San Bernardino with \$300 belonging to his employer.

He told the sheriff that the demand so far this year promises an increase of fully 100 per cent over that of last year. He has been employing from 25 to 30 men, and pays them \$100 to \$120 per week. He has been in the business for 15 years and has accommodation for doing any amount of work, which may be required for him.

One among the many manufacturing firms, and, of its kind, the largest on the whole Pacific Coast, is the

BAKER IRON WORKS.

This firm was established in 1869, and was known to old residents as S. Baker & Co. The company incorporated in 1886 under the name of S. Baker & Co. The manufacturers of iron and steel products, including iron and steel machinery; oil and well-boring rigs and tools; street cars and street gear; axes and wheels; shafting, gearing, gear and housing, etc.; iron and steel jacks, jacks, jacks, etc.; building fronts and architectural iron work of the very heaviest description (and of this latter they make a speciality); gas-pipes, tanks, and rollers; planers, etc., and, in fact, manufacture everything made of iron. Their works are located on Buena Vista street, near the railroad depot, and are very extensive and convenient for the transportation of their products. They have a large stock of iron in a vacant lot at the corner of Rosedale and Oak streets. The combination, handle and hinges had been battered off, and the rivets on the top chip off, and the top pried out. The work was evidently that of a green hand. Officer Fowler reported the fact to the station, when Officers McKenzie, and a number of others, were present. The man in his situation for nearly four months, and had been trusted by his employer as an apparently faithful and honest man.

DUNHAM'S SAFE.

Officer Fowler Finds It in a Vacant Lot.

Yesterday morning Mountaineer Police Officer Fowler found the safe stolen from the residence of Ed. Dunham, in East Los Angeles, several days ago, in which were \$1000 worth of manufactured goods, which were all disposed of in these circumstances. He told the sheriff that the demand so far this year promises an increase of fully 100 per cent over that of last year. He has been employing from 25 to 30 men, and pays them \$100 to \$120 per week. He has been in the business for 15 years and has accommodation for doing any amount of work, which may be required for him.

One among the many manufacturing firms, and, of its kind, the largest on the whole Pacific Coast, is the

FOSMUS & SCOTT.

at Castelar and Virgin streets. They employ from 40 to 50 men, paying out about \$600 per week to their employees. They manufacture every variety of cast iron, from the most delicate architectural iron work to the sturdiest article of iron. They do a great deal of work for water companies, manufacturing castings for water company gates, of sizes from 6 to 30 inches. They also have a stock of engine, boilers, steam-pumps, etc.

THE FULTON ENGINE WORKS, although less than a year old, and starting in the very smallest way, is now doing a business amounting to more than \$600 per month. Their plant is not as large as many, but is very complete, and is improving. This is the most improved, and is rapidly increasing—a very fair showing for a city with "absolutely no manufacturers."

Another firm doing a large and steadily increasing business is

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